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SDMS Document ID



2034589

Letter of Transmittal

To: Ron McManamy
Environmental Quality Management
6825 216th Street SW, Suite J
Lynwood, WA 98036

From: Brian Hanson

Phone: (425) 673-2900

Via: USPS

Fax: (425) 673-7511

Date: 2/01/05

Re: Stimpson Lumber Mill

CC:

Qty:	Date:	Description:
1	1/31/05	"wet-stamped" fall restraint letter with details (4 sheets)
1	1/31/05	"wet-stamped" roof perimeter catch letter with details (4 sheets)
1	1/31/05	"wet-stamped" roof chute anchor letter with details (6 sheets)

• **Comments:**

Ron,

Per my phone conversation with Rick Singer on January 26th I will not be proceed with the re-roof design until I have instructions to do so from you or Rick. The original deadline for the re-roof design was 02/07/05 and will therefore be adjusted accordingly once we have talked with you. FYI, I will be out of the office from 2/10/05 through 2/21/05. Please call with any questions.

Best regards,

Brian



January 31, 2005

Ron McManamy
Environmental Quality Management
6825 216th Street SW, Suite J
Lynnwood, WA 98036

Re: Fall Restraint
Former Mobile Shop
Stimpson Lumber Mill
Libby, Montana

Ron,

As requested, we have designed the Fall Restraint system. The fall restraint, (FR), was designed to support up to 8 people working on the roof at one time. It was assumed that the harness and cables used to attach the workers to the FR is the responsibility of the contractor.

The FR consists of a HSS column that is bolted to the side of the timber trusses and cantilevered out of the roof as shown on attached detail A, sheet 1 of 2. A column cap plate on top of the HSS column shall have (4) ½" diameter holes drilled in it to use as anchor points for the harness cables as shown on attached detail B, sheet 2 of 2. The harness cables shall be specified and provided by the contractor. The columns shall be placed at the middle of the roof at each truss location and therefore the spacing of the FR shall be approximately 20'-3" on center. The depth of the timber trusses was assumed to be approximately 5'-4" for this design. Prior to fabrication all dimensions shown on attached detail A, sheet 1 of 2, shall be verified by the contractor and Eclipse Engineering shall be notified of any discrepancies prior to fabrication of the FR.

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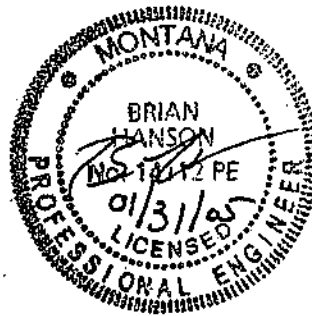
The overall intent of the FR design is to allow the workers to safely work on the roof up to the roof edge but not over the edge of the building. Therefore the length of cable provided by the contractor shall be only enough to get the workers to the edge of the building. This system has not been designed to support a worker hanging off the side of the building and therefore precautions shall be taken by the contractor to prevent the workers from going over the edge. We have designed the fall restraint system only and hold no responsibility for any other element or the integrity of the structure as a whole. Please call with any specific questions.

Sincerely,

Eclipse Engineering, Inc.

Brian Hanson, P.E.
Project Engineer

Enclosures:
Detail A, sheet 1 of 2.
Detail B, sheet 2 of 2.





Eclipse Engineering, Inc.

consulting engineers

January 31, 2005

Ron McManamy
Environmental Quality Management
6825 216th Street SW, Suite J
Lynnwood, WA 98036

Re: Roof Perimeter Catch Design
Former Mobile Shop
Simpson Lumber Mill
Libby, Montana

Ron,

As requested, we have designed the roof perimeter catch. The roof perimeter catch, (RPC) was designed to catch the roofing material that is inadvertently pushed off the edge of the building. It is not designed to be the catch for all of the roofing material.

The RPC consists of the three following parts. 1) the box, 2) the rails, and 3) the knee brace brackets. The box is constructed out of 5/8" thick x 2'-0" wide x 8'-0" long plywood bottom and side pieces as shown on attached detail B, sheet 2 of 2. The plywood shall be bolted to the bottom and side of the rails. At the plywood splice locations, 2x4 spacers shall be nailed to the plywood sides, bottom, and top as shown on attached detail B, sheet 2 of 2. The rails consist of (2) L8x4x1/2 (LLV) angles that span roughly 20'-3" between the knee brace brackets. Where the rails meet the knee brace brackets a 4" long L3x3x1/4 angle shall be welded to the rail and bolted to the knee brace bracket as shown on attached detail B, sheet 2 of 2. The knee brace bracket consists of a HSS4x4x1/4" beam and diagonal brace that are welded to 1/4" steel plates as shown on attached detail A, sheet 1 of 2. The 1/4" plates shall be lag screwed into the timber columns and therefore the knee brace brackets shall be spaced approximately 20'-3" on center.

We have analyzed the roof perimeter catch only to support inadvertent material that falls into the catch during the roof material removal. The design assumed a maximum material depth in the RFC of 4 inches throughout the length of the RFC. If during construction the RFC is filled above the level mentioned above, the RFC shall be cleaned of material prior to continuing the roofing removal.

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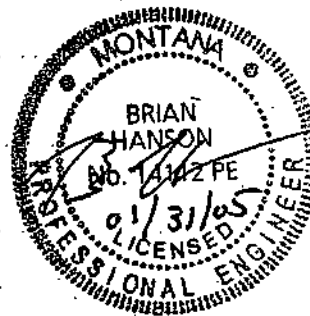
The RFC is not designed to support the weight of a construction worker standing in the RFC. We hold no responsibility for any other element or the integrity of the structure as a whole. Please call with any specific questions.

Sincerely,

Eclipse Engineering, Inc.

Brian Hanson, P.E.
Project Engineer

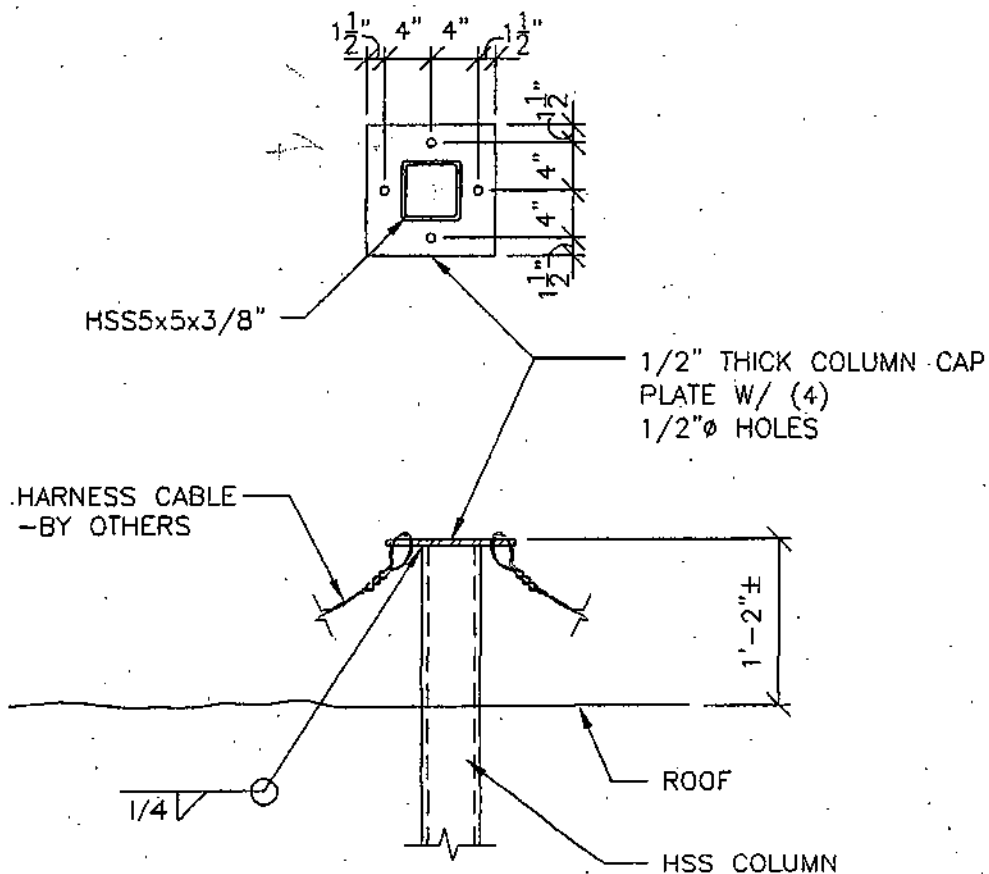
Enclosures:
Detail A, sheet 1 of 2.
Detail B, sheet 2 of 2.



DATE:
 01/31/05

DRAWN BY:
 JAL

DESIGN BY:
 BH



B

HSS FALL RESTRAINT COLUMN CAP

SCALE: 3/4" = 1'-0"

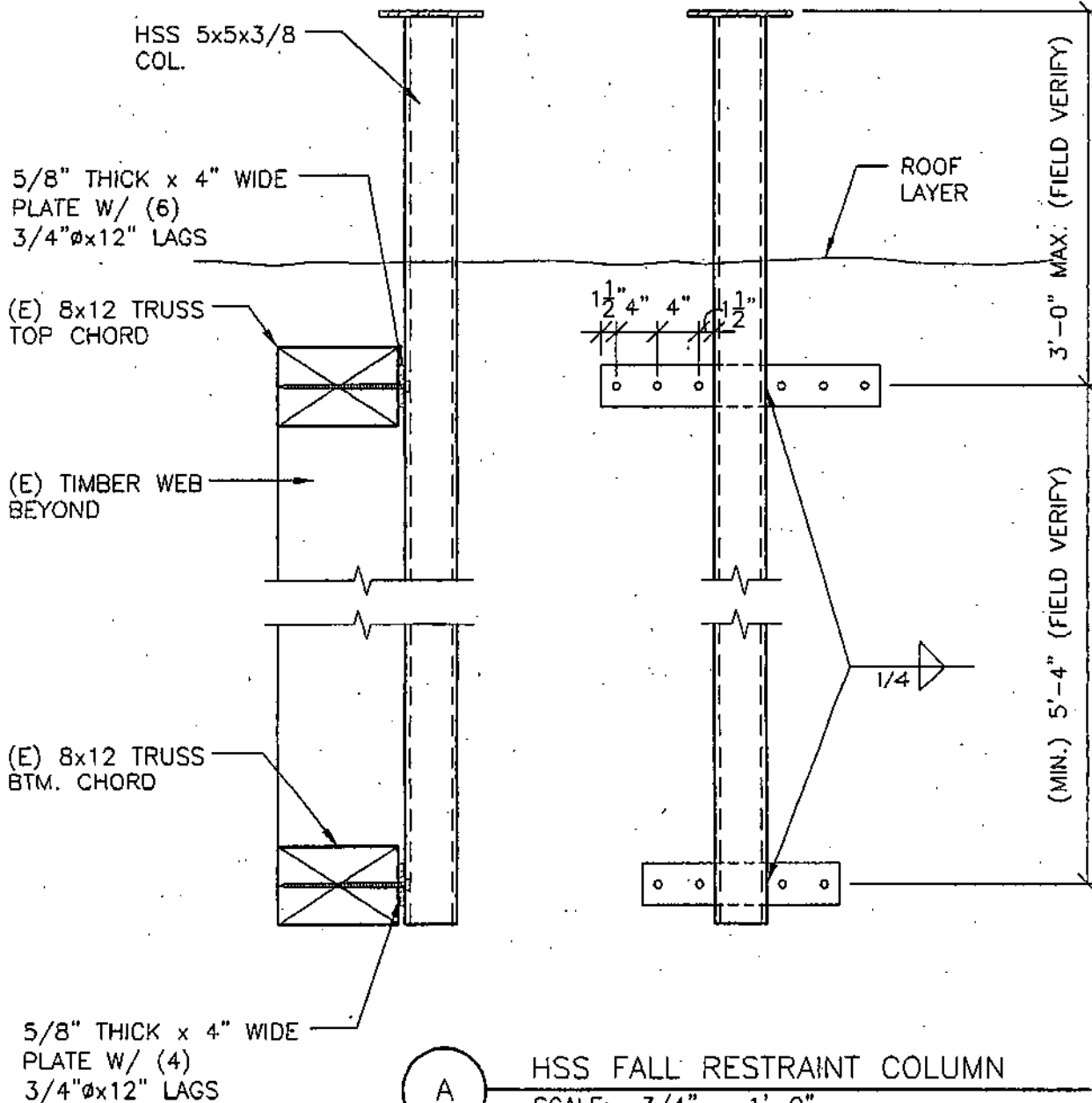
DATE:
 01/31/05

DRAWN BY:
 JAL

DESIGN BY:
 BH

SECTION

ELEVATION



A

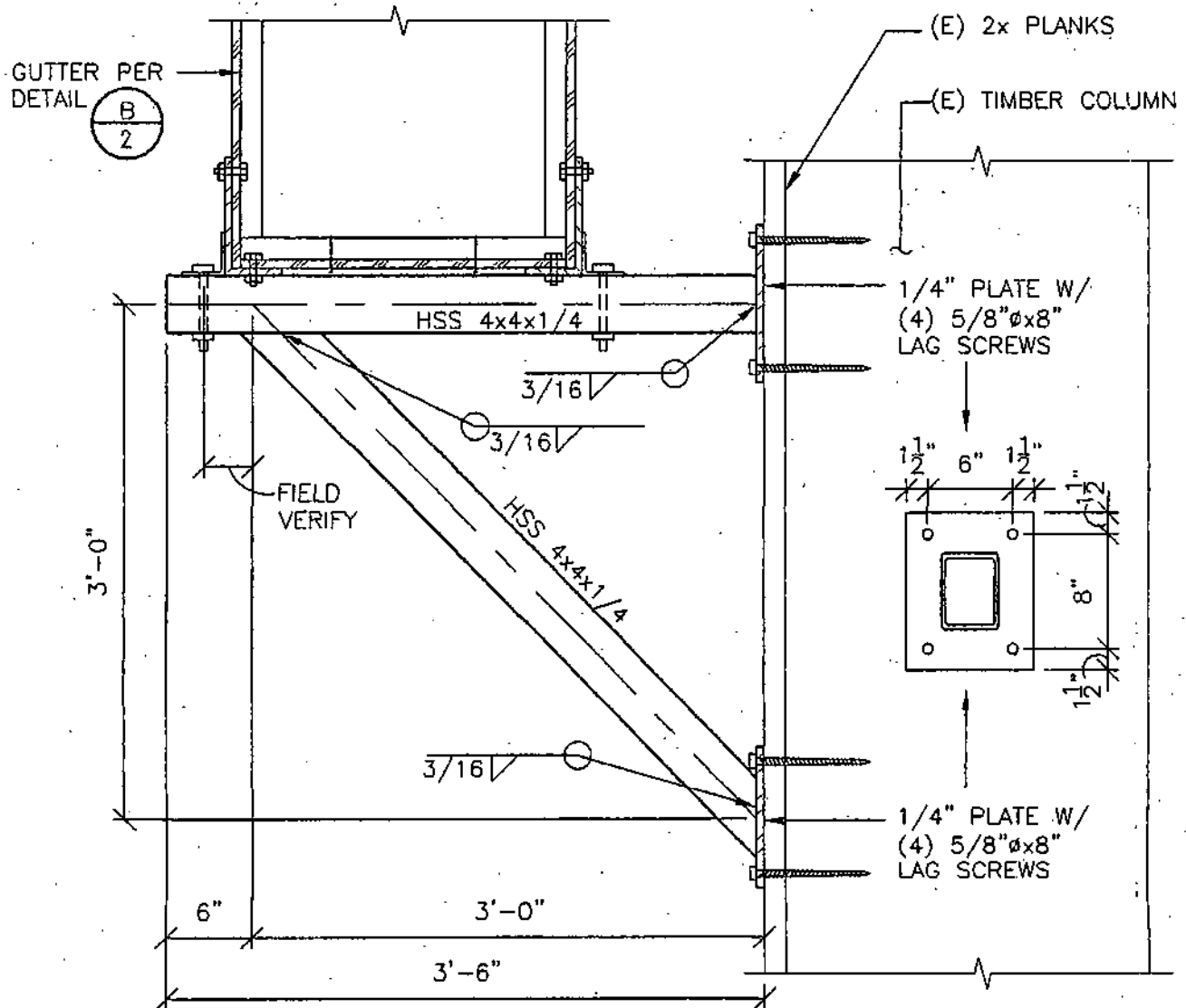
HSS FALL RESTRAINT COLUMN

SCALE: 3/4" = 1'-0"

DATE:
 01/31/05

DRAWN BY:
 JAL

DESIGN BY:
 BH



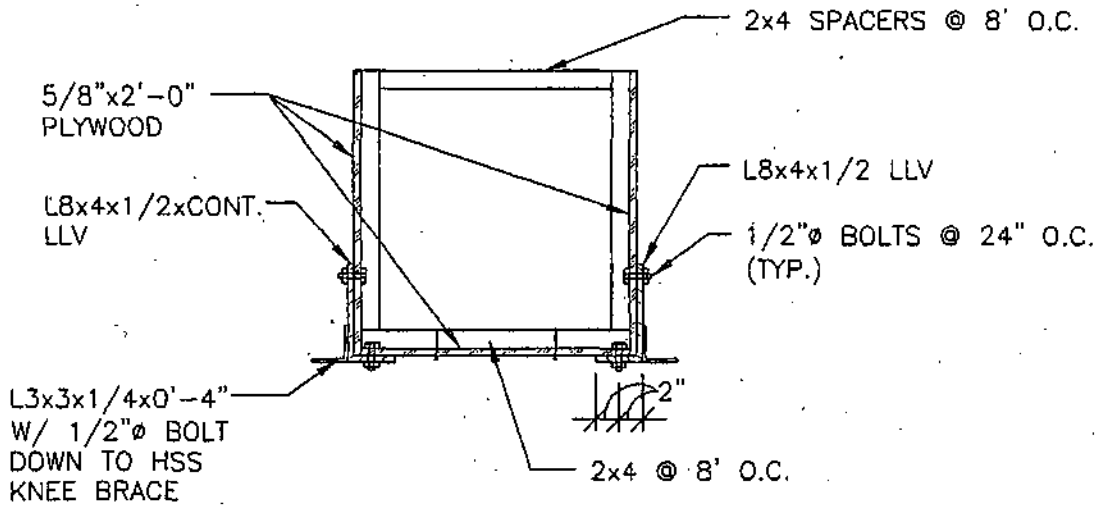
- NOTES:
1. (E) - EXISTING
 2. \oslash KNEE BRACE = \oslash (E) TIMBER COLUMN

A KNEE BRACE BRACKET
 SCALE: 1" = 1'-0"

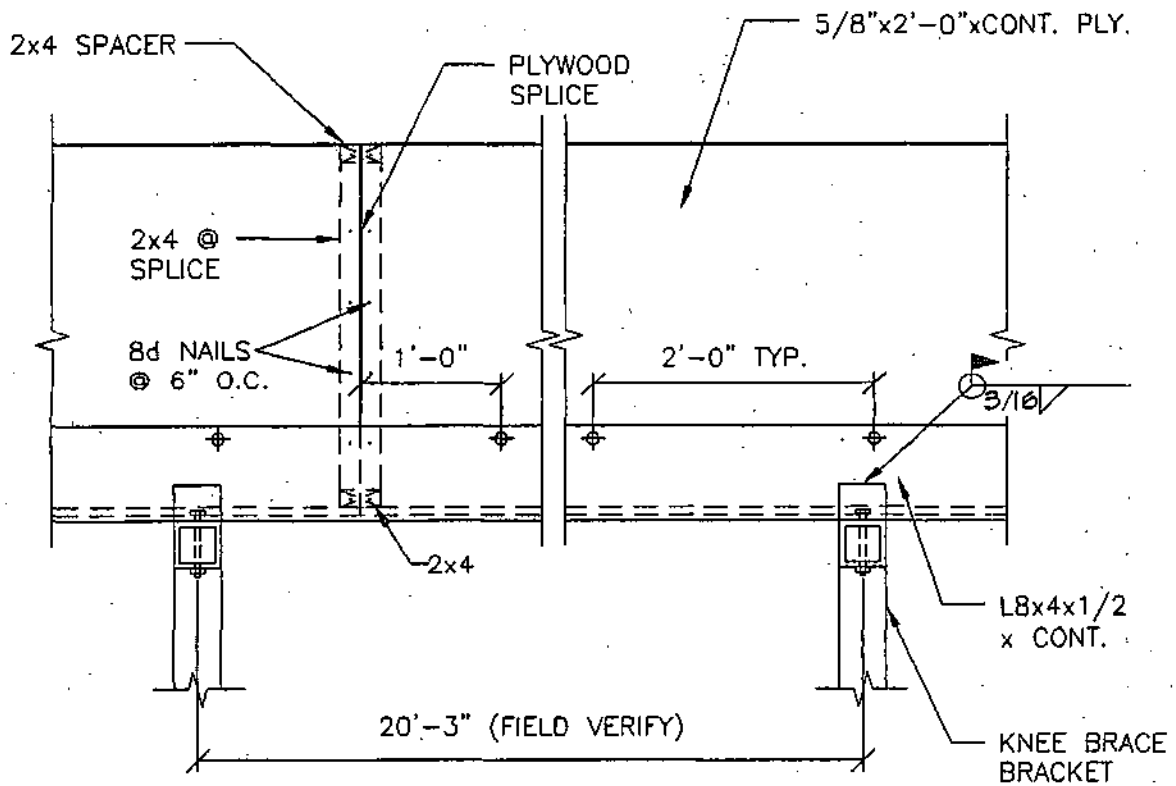
DATE:
 01/31/05

DRAWN BY:
 JAL

DESIGN BY:
 BH



GUTTER ASSEMBLY - SECTION



GUTTER ASSEMBLY - ELEVATION



SCALE: 3/4" = 1'-0"